Airport Recovery Project Advisory Committee

Meeting Minutes

Thursday, October 24, 2013

ABAG Conference Room B

3:00 – 4:30 pm

Members Present:

Joe Aguilar, Caltrans District 4 Freight Mobility
Colette Armao, Caltrans Division of Aeronautics
Bob Braga, Caltrans Division 4
Lindsey Fransen, BCDC
Emery Roe, UC Berkeley
Arrietta Chakos, Urban Resilience Strategies
Wendy Goodfriend, BCDC
Noah Tunic, MTC
Anne Henny, Oakland Airport
Marlies Draisma, BCDC
Carl Honaker, Santa Clara County Airports (call-in)
Patrick Tyner, Caltrans (call-in)

Staff present:

Dana Brechwald
Michael Germeraad
JoAnna Bullock

1. Call to order
2. Introductions
3. Approval of minutes from last meeting
    - Minutes of August 8, 2013 approved with no corrections
4. Project and schedule update
    - Airport Emergency Plan Survey
    - The study is 72 questions long and will be formatted in excel for easy analytics. The results will be available and could be attached as an addendum to the remainder of the ABAG study.
5. Discussion of preliminary findings

- Infrastructure Interdependencies Study: Mapping and Analysis
    - Bob Braga mentioned that wastewater was more susceptible to interdependencies than water because it requires more energy to pump sludge than water
        - He also recommended that we look at EBMUD and SFPUC as case studies since they are both incredibly sophisticated wastewater systems and utilize many best practices
    - It was agreed that the methodology being developed by this project is applicable to local distribution systems analysis
        - Utilizing the analysis of the larger transmission system coupled with a localized distribution analysis enables smaller utilities and jurisdictions to develop a complete multi-level vulnerability profile
    - Bob Braga also mentioned that in terms of oil refineries, many of the barriers to recovery may not be physical damage but regulatory issues
    - Emery Roe brought up that catastrophic failures in infrastructure systems can happen at any time, not necessarily due to an event such as an earthquake or sea level rise
        - It is important to understand what utilities are doing right and how to keep systems operating, since it's impossible to understand all of the many things that could go wrong
        - Earthquakes and SLR are "external" hazards, while internal hazards can be more insidious, such as degradation of systems, layoff of knowledgeable staff, etc. Our national infrastructure report card rates our infrastructure as a D+, but in actuality its either an A or it's failing. The ability to keep it an A every day is what's eroding
        - It is assumed that many people are watching the obvious "choke points" or collocated areas of high vulnerability, but no one is watching other areas that may also have catastrophic damage
        - Emery also pointed out that a lot of attention is typically paid to collocated infrastructure but these may not be key failure nodes for each system
    - It was also discussed that limiting this study to the boundaries of the Bay Area is a false limitation, considering the systems that the Bay Area depend upon reach far

outside of the Bay Area boundaries. It was agreed that study outside of the Bay Area boundaries would be appropriate to pursue in another project going forward

- Anne Henny thought it would be interesting to understanding how decentralizing critical infrastructure functions would impact interdependencies and enhance best practices
- Life Line Routes were discussed. The designation helps prioritize Caltrans funding and is an initial plan for how movement will be restored, but this can change in the response to an event. For example, if 280 has significant damage but El Camino or 101 are more easily repairable prioritization will change.

6. Update of City and County of San Francisco Lifeline Council's Interdependencies Study
7. Meeting Debrief and Announcements
8. Date of Next Meeting – January 23, 2014
9. Additional comments or questions.

Meeting Materials are available online at http://quake.abag.ca.gov/airport_resilience